

JOHNSON FERRY/ABERNATHY ROAD
DRAFT CAC MEETING MINUTES
OCTOBER 8, 2002
CITIZENS ADVISORY COMMITTEE

Attendance:

Angela Alexander, GDOT, Urban Design	Bill Snarr, Cobb County
Joe Palladi, GDOT, Urban Design	Steve Modellmog, Perimeter CID (Fulton/Dekalb)
Darrell Richardson, GDOT, Urban Design	Mike Tuller, Cobb County
Jerrie Woodward, Abernathy HOA	Yvonne Williams, Perimeter CID
Mel Mobley, Sandy Springs Revitalization	Albert "Butch" Welch, GDOT, Urban Design
Angela Parker, Fulton County Public Works	Richard Williams, GDOT, Office of Environmental/Location
Lynn Watson, Abernathy Road Coalition	Roger Blichfeldt, Sandy Springs Revitalization
Ed Dolan, Abernathy Road Coalition	Jimmy Chambers, JIG, Transportation
Tom Kelly, Abernathy Road Coalition	Greg Ramsey, JIG, Transportation
David Hong, Cobb County (Commissioner Sam Olens)	Brandi Alvarez, JIG, Community Development
George Smith, Sandy Springs Council of Neighborhoods	Jeanne Hill, JIG, Community Development
Tom Williams, Mountain Springs/Rivershore Estates	Lisa Woods, JIG, Transportation
Kevin G. Cheri, NPS Chattahoochee River NRA	Harris Robinson, JIG, Transportation
Ben Murray for Joe Gavalis, Cobb County	Roger Henze, GRTA
Douglas Dewberry, Dewberry Capital Corp/ Sandy Springs Business Association	Amy Bilskie, Congressman Issakson's office
Lisa Hrabe, Riverside HOA	

Absent CAC Members

Robb Simms, Fulton County	Adam Orkin, Sandy Springs Business Association
Gar Muse, Sandy Springs Revitalization	Ralph Daniels, Fulton County (Office of Tom Lowe)
Rev. Glen Miles, Sandy Springs Christian Church	

Jeanne Hill welcomed the CAC and visitors and gave an overview of the purpose of the meeting.

The June 25, 2002 minutes were discussed; Mel Mobley wanted clarification on the GRTA funding for Abernathy Road. The minutes were approved.

Mr. Roger Henze, senior project manager for GRTA, spoke about the funding package regarding Abernathy Road. This package is for arterial improvement and is in

cooperation with Cobb and Fulton Counties. The funds are a supplement of 4 million dollars for Right-of-Way (ROW) for what is already programmed as a linear park. These 4 million dollars will be in the Atlanta Regional Commission (ARC) FY 2003/2005 TIP, which was adopted in October 2002. GRTA is expected to adopt them in November 2002.

Mr. Henze also told the CAC about a group that has filed suit against the bonding program that contains the 4 million dollars. An appeal has been filed and should be resolved by the end of this year.

Joe Palladi, GDOT, stated that a preliminary plan has been drafted and delivered to local government. This plan is moving forward. Mr. Palladi also discussed issues about the bonding program and legalities.

Question: What if the appeal is successful?

The 4 million is specifically dedicated by Cobb County, GRTA, and GDOT *only to this project*.

The Johnson Ferry/Abernathy project is currently on FY 2002/2004 but it is moving to FY 2003/2005. Projects must move ahead to the next TIP or they will not receive funding.

In the TIP 2003/2005, there will be 3 separate projects - Johnson Ferry Road and Abernathy Road and funds for the linear park. Funding is split into 3 phases- FN034C is for the linear park and FN034 A & B are for the widening of Johnson Ferry Road and Abernathy Road.

This project has been listed as a high priority by GRTA and GDOT. The US House has also listed the Johnson Ferry/Abernathy project as a priority but they did not attach any funds to the bill.

Question: Will the Atlanta ozone and EPA litigation affect project and funding?

Answer (GRTA): As the RTP is updated, ARC runs conformity tests to meet guidelines. For further information or questions, please call Mr. Henze or Marvin Woodward at 404-463-3094.

Jimmy Chambers, JIG Transportation Engineer, gave an overview of the environmental studies underway. There is no ecology problem along the Chattahoochee River if the bridge is not widened. (If the bridge is widened, there is an environmental impact.) In addition, there is at least one historical resource on Johnson Ferry Road with archaeological artifacts, and the Arts and Craft Center is a cultural resource (located at the corner of Johnson Ferry and Abernathy Roads).

Harris Robinson, JJG traffic Engineer, gave an overview of traffic patterns. Mr. Robinson discussed how traffic projections were formulated using existing traffic volumes, historical traffic data, the ARC Transportation Demand Model, and selected link analysis. He also discussed the different levels of service ranging from A to F, with A being no congestion and F being extreme congestion. He then discussed the different alternatives.

The alternatives are:

1. No Build - improving flow of traffic using Transportation Systems Management including signalization improvements, signal timing, and system coordination.
2. ALT 1 - widening Abernathy Road to four lanes, adding medians to both Johnson Ferry Road and Abernathy Road, and realigning the Johnson Ferry/Abernathy intersection. This includes configuring intersections and providing traffic control for maximum efficiency. This alternative showed some improvement in Level of Service and a decrease in delay. The analysis did show that the present southbound left turn lane at Riverside Drive is deficient in length. To increase the storage length, the Chattahoochee River Bridge would have to be widened.
3. ALT 2 - widening Johnson Ferry Road to six lanes and widening Abernathy Road to four lanes, adding medians, and realigning the Johnson Ferry/Abernathy intersection. This includes configuring intersections and providing traffic control for maximum efficiency. This alternative provides more improvement in Level of Service than Alternative 1 and less delay than Alternative 1. The six-lane section would begin at Columns Drive and continue to the intersection of Abernathy Road and Brandon Mill Road.

Mr. Robinson showed bar graphs for each of the alternatives with their respective average network delay for both the AM and PM peak hours showing the decrease in delay between the three alternatives.

Jeanne Hill asked for additional questions/concerns regarding the traffic counts and alternatives.

Jimmy Chambers gave a brief overview of the working concepts and the options.

Other discussion items:

- Availability of funding for the linear park will be the determining factor in deciding if all the houses along Abernathy Road are to be purchased. If the design without the park is symmetrical along Abernathy Road there is the possibility that no houses would be taken; however, this would result in significant impacts to houses due to loss of front yards and shortened driveways. Also, alternatives for widening Abernathy Road to the north or to the south will be considered. These options would require that houses on one side of Abernathy Road be bought.
- RE: PIM: CAC members are encouraged to explain ideas and concepts to other citizens during the PIM (December 10, 2002).

- What options will be presented at PIM?
- CAC still feels they haven't seen all the options in order to take them back to their neighborhoods. (cul-de-sacs, etc.)
- CAC will submit a list of options they would like to see prior to the new CAC workshop (October 22, 2002), which is the revised fourth CAC meeting. Options to be shown include: Wright Road (cul-de-sac versus intersection); River Valley (dual rights and dual lefts); Long Acres; multi-modal corrections – bike lanes, pedestrian paths/lanes/sidewalks; Brandon Mill and Johnson Ferry Intersection.
- There was a suggestion to have a smaller Focus Group of 5 to 7 members to work with the engineers to discuss and review options OR another full CAC workshop prior to the PIM. The workshop option was chosen for October 22, 2002.

Action items:

- CAC members will email JJG with specific intersection questions/concerns by FRIDAY, OCTOBER 11, 2002, in order to make the workshop productive.
- CAC members will review the FAQ's and send any questions/concerns regarding the FAQ's to JJG. (balvarez@jjg.com or jhill@jjg.com)
- CAC will meet one hour before the scheduled PIM in order to familiarize themselves with the displays and other information that may be presented.
- Tentative CAC Workshop for October 22, 2002 at the JJG Norcross offices.

Next CAC meeting:	Tuesday, October 22, 2002, from 8:30 to 11:30. JJG Norcross Office
Public Information Meeting:	Tuesday, December 10, 2002, from 5 pm to 7 pm at Sandy Springs United Methodist Church-Activity Center (Parlor)

October 22, 2002
Jordan, Jones & Goulding Norcross Office

Attendance:

Angela Alexander, GDOT Urban Design	Amy Bilskie- Congressman Issakson's office
Ed Dolan, Abernathy Road Coalition	Joe Gavalis, Cobb County
Jeanne Hill, JJG, Community Development	David Hong, Cobb County - Commissioner Sam Olens' office
Mel Mobley, Sandy Springs Revitalization	Wayne Mote, JJG, Transportation
Gar Muse, Sandy Springs Revitalization	Angela Parker, Fulton County Public Works
Bonne Peacock, JJG, Environmental	Ross Perloe, Riverside HOA
Greg Ramsey, JJG, Transportation	Darrell Richardson, GDOT Urban Design
Harris Robinson, JJG, Transportation	Albert Shelby, GDOT Urban Design
Bill Snarr, Cobb County	Lynn Watson, Abernathy Road Coalition
Albert "Butch" Welch, GDOT Urban Design	Tom Williams, Mountain Springs/Rivershore Estates
Lisa Woods, JJG, Transportation	Geraldine Woodward, Abernathy HOA

Greg Ramsey welcomed everyone and introduced the GDOT representatives and the JJG staff. He stated that the purpose of this workshop was to provide guidance for the December 10, 2002, Public Information Meeting (PIM). The CAC requested this workshop in order to be able to preview the concepts and alternatives for each section that would be shown at the PIM.

Environmental Summary

Bonnie Peacock explained that the proposed project is federally funded. As a result, we are charged with complying with the regulations of the National Environmental Policy Act (NEPA). Major aspects of NEPA compliance include, but are not limited to, surveys for the following:

- Historic/Archaeological Resources
- Threatened and Endangered Species
- Wetlands and Waters of the United States
- Air and Noise Impacts
- Public Involvement

Ms. Peacock explained that some of these surveys are underway. As data gathering continues, the information will be given to the transportation engineers to assist in design and location of the roadway. Special attention will be given to avoiding historic resources. At a minimum, a resource must be 50 years old to be considered historic, but this does not automatically mean that

the resource is eligible for the National Register of Historic Places. Other criteria besides the age of the resource determine its eligibility for the National Register. Alternatives to avoid historic/archaeological resources must be developed and considered.

A question was asked about how to determine if a resource is historic. Ms. Peacock explained that Edwards-Pitman (JJG's subconsultant) would survey the project corridor to evaluate the residential and commercial structures. Research would be completed at the Historic Preservation Division, and ultimately, a report would be completed by Edwards-Pitman requesting a determination of eligibility from the State Historic Preservation Office (SHPO). If the resource is at least 50 years old and meets one of the criteria necessary for eligibility to the National Register, SHPO will deem it eligible. JJG does not determine if a resource is historic or eligible for the National Register.

Ms. Peacock was asked if blue line tributaries could cause shifts in alignment. She indicated that it could if the impact to the tributaries was severe. Mitigation efforts can be considered to avoid adverse impacts to waters/streams. She indicated that coordination with the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service would be required and ultimately these agencies would make a determination on level of impact and mitigation required. JJG can evaluate alternatives to avoiding stream impacts.

A question was posed as to what agencies would comment or be involved in the project. Ms. Peacock indicated that many federal agencies are contacted during early coordination. She was asked if the EPA and EPD would get involved. She indicated that if there are 303(d) listed waters, EPD might be interested, but that the main coordination would occur among the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, GDOT, FHWA, the State Historic Preservation Officer and other federal agencies. It was also noted that at the river crossing, coordination would take place with the National Park Service. Additionally, any input from public organizations such as the Chattahoochee River Keepers would be taken into consideration.

Ms. Peacock indicated that the environmental documentation process is long and tedious. She stated that the environmental schedule was reasonable, but that as field surveys are completed, there are potentials for falling behind based on the results of the survey findings.

A summary of the CAC members' concerns was handed out to the group and discussed briefly. Most of the concerns will be shown on the roll plots of the layout and aerial photography. Each of the alternates will be shown on these plots. Specifics of intersections and neighborhoods were discussed in the breakout sessions.

Breakout Session Results:

- **Key points for the Abernathy Road area:**
 - Assume both sides of Abernathy Road will be purchased.
 - If funding for both sides is not available can GDOT purchase one side?
 - Alignment variable: historical status determination of Ms. Geraldine Woodward's home.
 - Closing Wright Road south of Abernathy Road either by connecting to Wright Circle or constructing a cul-de-sac.
 - Long Acres Drive will have right in/right out south of Abernathy Road
 - Consider a curved design, curving first to the south and then to the north, especially if Ms. Woodward's home is declared to be historical.

- **Key points for the River Valley Road and Brandon Mill Road intersections:**
 - Maximize greenspace area around the existing Abernathy Park between the Brownstone building and Johnson Ferry Road
 - Realign Johnson Ferry Road to the rear of properties behind the residences on the northeast side of Johnson Ferry Road between Long Acres Drive and Abernathy Road.
 - Connect Burdett Drive & the old part of Johnson Ferry Road opposite Long Acres Drive.
 - Maintain posted speed limit of 35 mph on Johnson Ferry Road and Abernathy Road.
 - Incorporate short-radius curves on Burdett Drive as appropriate for residential streets. GDOT can seek exception from AASHTO requirements.
 - Add signalization detail at Abernathy Road/Johnson Ferry Road east to control right hand turn from Abernathy Road and create breaks in traffic to enable vehicles to get out of the neighborhoods along Johnson Ferry Road east.
 - Verify historical significance of the Abernathy Arts Center Brownstone Building.
 - Preserve existing wooded areas on the Abernathy Park property.
 - Preserve character of Bridgewood Valley Road (at River Valley Road) as a neighborhood street.
 - If funding is available, coordinate traffic calming and sidewalk improvement projects for Johnson Ferry Road, River Valley Road and Bridgewood Valley Road.
 - Maintain second access to Sandy Springs Christian Church as right in/right out only (existing access nearest Brandon Mill Road).
 - Provide pedestrian crossings and refuge areas between all four quadrants of River Valley Road and Johnson Ferry Road/Brandon Mill Road intersections.

- **Key items on the alternative detail at Burdett/Johnson Ferry:**
 - Include a cul-de-sac for Burdett Drive in lieu of the connection at Long Acres Drive.
 - Align Johnson Ferry Road through the residential buildings on the northeast side of Johnson Ferry Road.
 - Include emergency vehicle access between Johnson Ferry Road and Burdett Drive cul-de-sac.
 - Eliminate the Burdett Drive parking area for Abernathy Arts Center; add replacement parking north of tennis courts on abandoned River Valley Road R/W.
 - There is significant concern expressed by the Burdett Drive and Scott Valley Road residents, as well as GDOT and Fulton County officials, regarding the long dead-end route created by the cul-de-sac, and the resulting stacking problems that will increase delays in and out of the neighborhood by shifting 120+ cars to the interior neighborhood streets and remaining neighborhood access points to Johnson Ferry Road east. The added route distance and travel time is aggravated further by Fulton County plans for traffic calming speed humps on Long Island Drive, Underwood Drive, and Bridgewood Valley Road.
- **Key points for the Columns Drive intersection:**
 - Provide a below-bridge walkway connecting the S.W. side of Park to the northwest side
 - Keep Johnson Ferry Road a full 6-lane roadway to the bridge with a landscaped median
 - Add a through signal in/out of park entrance
 - Re-design intersection by adding a fourth turning lane prior to bridge
- **Key points for the Chattahoochee bridge:**
 - Bridge should become a 6-lane structure
 - Re-deck bridge, eliminating approach road dip
- **Key points for bridge exit to Riverside Drive:**
 - Additional fourth lane, right-turn stacking lane onto Riverside South from bridge to Riverside intersection
 - Riverside to remain a 2-lane roadway
 - Johnson Ferry Road should be a 6-lane roadway until it reaches the N. Harbor Drive entrance (raised median w/o curb cuts)
- **Key Points for Johnson Ferry Road/N. Harbor Drive intersection:**
 - Second entrance to the subdivision existing on Riverside Drive South

- Full intersection will add major frictional loss to Johnson Ferry Road's main traffic flow
- Controlled intersection requires design to limit constriction of flow
- **Key Points from North Harbor to the intersection of Johnson Ferry, Abernathy, River Valley and Brandon Mill**
 - Johnson Ferry is to be 4-lane parkway w/median from the river to the intersection with Abernathy Road
 - There shall be dedicated third turn lanes on Johnson Ferry for in-bound traffic turning off onto Riverside, River Valley and in-town Johnson Ferry
 - Additional traffic signals between the river and the five points intersection
 - Signalization coordinated/synchronized to provide safe ingress and egress
 - Speed limit of 35 mph
 - Additional median cuts from the river to the five points intersection. Further study of needs of six neighborhoods bordering Johnson Ferry Road.
- **Items eliminated from consideration due to strong neighborhood opposition and adverse environmental impact:**
 - Suggestion for a new connecting street through the wooded portion of the existing park between Bridgewood Valley Road and the Burdett Drive/Scott Valley Road intersection.
 - Restricting turns to right in/right out at Burdett, Long Acres, and Bridgewood Valley.
 - Any option that establishes a new cut-through route between River Valley Road and in-town Johnson Ferry Road.

Action Items:

- JJG/GDOT will develop a comment card to be used at the PIM
- JJG will develop concept typical sections and email them to the CAC members prior to the PIM
- JJG/GDOT will invite a GRTA representative to the PIM

Other Business

<i>PIM</i>	<i>Tuesday, December 10, 2002, from 5 pm to 7 pm at Sandy Springs United Methodist Church-Activity Center (Parlor).</i>
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JOHNSON FERRY/ABERNATHY ROAD
CAC MEETING MINUTES
FEBRUARY 11, 2003
CITIZENS ADVISORY COMMITTEE

Attendance:

GDOT Personnel:	Fulton County Public Works
Angela Alexander, GDOT Urban Design	Angela Parker
Nikki Henderson, GDOT OEL	
Albert Shelby, GDOT Urban Design	
Joe Palladi, GDOT Urban Design	Others:
	Nar Chaudhry
CAC Members	Ann Walraven
Roger Blitchfeldt, SSRI	JJG Personnel
Scott Dalton, Sandy Springs Christian Ch.	Sue Allison, Facilitator
Douglas Dewberry, SSBA	Marla Greene, Community Development
Ed Dolan, Abernathy Road Coalition	Alan Hunley- Transportation
Dan Dobry, Cobb DOT	Greg Ramsey, Transportation
David Hong, Cobb Co.(Com Sam Olens)	Harris Robinson, Transportation
Tom Kelly, Abernathy Road Coalition	Lisa Woods, Transportation
Gar Muse, SSRI	
Lynn Watson, Abernathy Road Coalition	Not Attending
Ross Perloe, sub for Lisa Hrabe	Adam Orkin, SSBA
Rob Simms, representing Mike Kenn	Mel Mobley, SSRI
Bill Snarr, Cobb County	Joe Gavalis, Cobb Co.
Tom Williams, Abernathy Road Coalition	Steve Modellmog, PTC
Yvonne Williams, Perimeter CID	George Smith, Sandy Springs C of N
Jerrie Woodward, Abernathy HOA	Kevin Cheri, NPS
Darrell Richardson, GDOT Urban Design	Lisa Hrabe, Riverside HOA
	Robert Trusty, SS Christian Church

Approved: _____

Ms. Sue Allison (JJG) opened the meeting by welcoming the CAC members and guests, and introducing herself as the new facilitator for the meeting. Sue explained that Brandi Alvarez has left JJG to accept a new position in Macon and Jeanne Hill is now a new mother and will not be resuming her position at JJG. After a brief update on the last meeting, the CAC reviewed the draft minutes from the October 8 and 22, 2002. In addition to reviewing the draft, the highlighted changes made at the request of the council members were also reviewed.

1. One CAC representative expressed that he did not want the free flowing lane to be considered as part of the decision.

The CAC then approved the minutes of October 8 and October 22, 2002.

Ms. Allison continued the meeting by reviewing the agenda and then discussing the items on the agenda in detail.

She first discussed the Public Information Summary (PIM). Comments were summarized and provided by the Georgia Department of Transportation (GDOT). Some duplication was received. Ms. Allison discussed in detail the outcome of each comment submitted. (Copy of results is attached to these minutes).

On question 3 of the summary, a CAC member wanted to know what changed in the alignment? This issue was addressed by Mr. Greg Ramsey. **Mr. Ramsey stated that the alignment had been adjusted to prevent the loss of several homes in the area of the alignment.** This led to the question of whether this change had been discussed with anyone living in the neighborhood, as people were confused because the exhibits displayed one thing and the residents were told something different. Mr. Ramsey explained that it was a decision made by GDOT to display the alignment as it was shown at the PIM. Mr. Hong stated, concerning the PIM survey, that the display should have reflected the same information presented to the public. **Ms. Allison made a note of this and stated this would be done on future surveys.**

Mr. Tom Williams requested that GDOT investigate a left hand turn onto Burdett Drive from Johnson Ferry Road due to people accessing the parking lots for the Abernathy Park area. The community has concerns regarding entering and exiting the neighborhood streets. This is why they requested a left in / left out. **Mr. Joe Palladi responded that placing a left hand turning lane would come at a great cost and many would be opposed to this action. Access to the parking lot can be done and this issue would be addressed specifically with the community residing in this area of the project.**

The CAC wanted to know how the residents located in the community will get to Johnson Ferry and how many homes are located in that subdivision? **Mr. Palladi stated**

there is an alternate route. Mr. Tom Williams stated there are approximately 50 - 60 homes located in the subdivision.

Ms. Allison discussed the statistics regarding question 4 about Wright Road and stated that the design is moving forward regarding the Cul-de-Sac due to the response received from the comments and surveys. Purchasing options are being explored.

Mr. T. Williams stated that the ARC web site discussed three different funding sources; however, he didn't see any of the designs for multi-purpose use. Ms. Angela Alexander stated there would be a 20 ft grass raised median designed and no trees.

Mr. Hong inquired as to whether small bushes might help to mitigate oncoming headlights, as trees would do for highways? Mr. Palladi responded that the trees used could be crepe myrtles or something similar, but nothing will be used such as an oak tree or along the lines of an oak.

A CAC member stated that SSRI has a maintenance contract with Fulton County. The County pays SSRI and, in turn, SSRI hires a third-party to perform maintenance; it doesn't appear to pose any problems.

A CAC member stated many residents in the neighborhood would like to see a cross-section for people in the community to use when traveling by foot and/or bike.

CAC members wanted to address the speed limit issue and inquired what design will be implemented to ensure the 35 mph speed limit would be adhered to? Ms. Alexander and Mr. Albert Shelby addressed this question. Horizontal and vertical alignments will be designed for the 35 mph speed design. In addition to these types of alignments, there will be traffic signals along the road, which will also help deter traveling above 35 mph. Ms. Allison stated that other deterrents could include landscaping, medians, roadway markings and cross walks. Also, reducing the lane widths will have an affect on traffic speed.

One CAC member stated that Abernathy Road already has most of the designs listed above and these designs do not enforce the speed limit. Mr. Palladi compared the Abernathy Road design to Freedom Parkway and discussed how using horizontal and vertical alignments are not used as a means of speed-reduction. Mr. Palladi stated GDOT would not inflict additional curvature and grades into the design simply as a measure to control speed. Enforcement will be a joint effort between the neighborhoods, police officers and Fulton County. Mr. Palladi stated that according to the 2001 AASHTO Green Book, the controls for required length of vertical curves have changed from those used previously. The height of an object in the road is now 2.0 feet (previously 6 inches), which reduces the required lengths of

vertical curves. He also stated that Abernathy Road is not appropriate for speed humps.

Mr. Hong stated that part of the solution to speed and safety is an educational issue. There are a number of articles that address this. He stated that he could e-mail some of these articles to Ms. Allison, which she would distribute in a packet along with other speed calming strategies.

Another CAC member expressed that there appears to be a great deal of frustration and sentiment that Cobb County is pushing forward with this project. It was stated that there is much collaboration between Cobb County and Fulton County. It was agreed that a message needs to be sent to the communities about this joint effort by both Cobb and Fulton Counties and that it needs to come from the leaders of those counties. A statement also needs to be made that this project is a regional issue and needs to be built. By constructing this project, it will aid in the prevention of accidents, loss of life, and declining economic development.

Ms. Angela Parker (Fulton County Public Works) gave an overview of the **Abernathy Road Parkway/Greenway and Bike/Pedestrian Issues**. Following is an outline of her presentation:

- Fulton County has retained JJG as a consultant, and it is expected that a contract will be signed within the next week.
- JJG is charged with "catching up" the Greenway Plan and coordinating construction with the Parkway Plan
- The Greenway will link to the Chattahoochee River
- The Greenway will include trails and bicycle paths

Funding:

- Cobb County has committed \$4 million towards the Greenway Plan
- The source of other funding has not been identified at this time
- The CAC members requested that until funding is determined, GDOT does not proceed with construction of the road (parkway). Mr. Palladi stated that the parkway could not be built until this project took place
- CAC members wanted to know whether there is a commitment to purchase the 44 properties on Abernathy Road. Mr. Palladi stated that it would be necessary for Fulton County to purchase the properties first, and then GDOT could purchase the ROW needed from the County.

Bikeway:

- On-road bikers are often referred to as "nuclear bikers." Off-road bikers are generally considered to be casual bikers or children who ride at a much slower pace.
- Ms. Parker strongly recommends both on-road and off-road paths and cautioned there is a safety problem when mixing on-/off-road bikers

Mr. Greg Ramsey gave an overview of the **Concepts Revisions**. Following is an outline of his presentation:

- Any additional width will result in further impact to the adjacent properties
 - The median width will be 20 feet, allowing for left turns
 - There will be a 2-foot gutter and raised curbs in the design to allow for vehicles to perform safe U-turns and to provide for adequate drainage runoff
 - Pedestrians must be considered in the design, and there must be a refuge for pedestrians crossing the road. The more you reduce the widths, the less refuge you will have for pedestrians.
 - The U-turn bulb-outs were added to the design
 - The bike plan must be reviewed. There are many walls along Johnson Ferry, and sidewalks are butted against the property
 - If a wall is removed, HOAs are compensated
 - Sidewalk widths will affect the shoulder, which includes utilities and drainage
1. CAC members wanted to know if 20-foot width is the standard width for a median? **Mr. Ramsey said yes, but it is up to GDOT to make any decisions regarding median width.**
 2. Will the median be flexible? Can it be used for transit? **No, the median cannot be used for the transit system if turning lanes are part of the design**
 3. Mr. Gar Muse asked if the lane widths could be reduced from 12 feet to 11 feet to help reduce the speeding?
 4. Most residents don't want sidewalks/walls encroaching on their property. How does GDOT handle diminished value even if their property isn't purchased? **Mr. Palladi stated there is no compensation if the property is not disturbed or impacted by the project other than visual.**
 5. Can the design reduce the number of accidents? **Yes, the design could lower the accident rates by controlling conflicts and also allow room for regulatory signage such as U-turns, pedestrian crossing, etc. and would also create a more consistent flow**
 6. Mr. Ed Dolan stated he would like to submit 9 points that came from the median subcommittee meeting, to be entered and recorded in the study and suggested that there needs to be more meetings before the PIM is held.

Mr. Harris Robinson gave an overview of the **Affects of Traffic**. He presented the following:

- The AM/PM Peak Direction Slide was shown
 - An additional lane was added to the southbound lane on Johnson Ferry between Columns Drive and Riverside Drive
 - Additional median openings were added
1. CAC members wanted to know if the improvements would pertain only to the PM traffic? **Mr. Robinson stated that there would be an improvement to the overall traffic times**
 2. How will additional traffic coming down affect people at Riverside Drive? **Mr. Robinson stated there would be no additional traffic.**
 3. A CAC member pointed out that Burdette Dr. does not intersect with Abernathy Rd.
 4. Mr. Dolan asked if there will be charts available and if they could be sent to the CAC? He also requested that all 24-hour traffic be included in the presentation. He stated he has requested this information be included and that it has not been sent as of this date. Mr. Dolan wanted to know the number coming across the river. **Mr. Robinson stated this information had been included in previous packets; however, if Mr. Dolan would contact Ms. Allison, she would provide him with this information.**

After Mr. Robinson gave his overview, the CAC voted on recommendations for the following:

1. Recommendation on whether the design will consist of 4 or 6 lanes for Johnson Ferry Road?
 - 9 CAC members favored 4 lanes
 - 6 CAC members favored 6 lanes
 - 2 CAC members abstained from voting
 - *****Bill Snarr abstained from all the votes**
2. Recommendation to reduce the lane width from 12 feet to 11 feet? The current width is 12 feet.
 - 10 CAC members favored reduction
 - 4 CAC members opposed reduction
3. Recommendations on median widths at Johnson Ferry
 - 11 CAC members favored 16-foot medians

- 3 CAC members favored 20-foot medians
4. Recommendation that there should be sidewalks and bike paths on both sides of the road without increasing the shoulder width more than 5 feet
- 11 CAC members favored this recommendation
 - 2 CAC members opposed this recommendation
 - 1 CAC member abstained from the vote
5. A recommendation to remove right-turn lanes.
- 8 CAC members favored removal
 - 6 CAC members opposed removal
6. A recommendation to have 4-foot bike lanes on both sides of the road .
- 11 CAC members favored lanes on both sides
 - 3 CAC members opposed lanes on both sides
7. A recommendation on the shoulder width being 14 feet or 16 feet
- 13 CAC members favored a 16-foot width
 - 1 CAC member favored a 14-foot width
8. A recommendation to maximize the buffer zone between the gutter and sidewalk to accommodate trees.
- 13 CAC members favored maximizing the buffer
 - 1 CAC members opposed maximizing the buffer

After consensus was reached on the typical sections, the meeting was adjourned. Ms. Allison announced the tentative date for the next PIM meeting.

<p>*Next PIM meeting: Tuesday, March 25, 2003 North Springs High School, 4744 Roswell Rd.</p>

JOHNSON FERRY/ABERNATHY ROAD
CAC WORK SESSION MINUTES
MARCH 11, 2003
CITIZENS ADVISORY COMMITTEE

Attendance:

GDOT Personnel:	JJG Personnel
Joe Palladi, GDOT Urban Design	Jim Chambers, Project Manager
Angela Alexander, GDOT Urban Design	Marla Greene, Community Development
Albert Shelby, GDOT Urban Design	Greg Ramsey, Transportation
Nikki Henderson, GDOT OEL	Harris Robinson, Transportation
	Lisa Woods, Transportation
CAC Members	
Angela Parker, Fulton County Public Works	
Roger Blitchfeldt, SSRI	
Scott Dalton, sub for Robert Trusty, SS Christian Church	
Bill Snarr, Cobb County	Not Attending
Ed Dolan, Abernathy Road Coalition	Adam Orkin, SSBA
Dan Dobry, Cobb DOT	Mel Mobley, SSRI
David Hong, Cobb Co. (Com. Sam Olens)	Joe Gavalis, Cobb Co.
Tom Kelly, Abernathy Road Coalition	Steve Modellmog, PTC
Lynn Watson, Abernathy Road Coalition	George Smith, SSCN
Lisa Hrabec, Riverside HOA	Kevin Cheri, NPS
Bill Cleveland, sub for Mel Mobley, SSRI	Rob Simms (Com. Mike Kenn)
Tom Williams, Abernathy Road Coalition	Robert Trusty, SS Christian Church
Yvonne Williams, Perimeter CID	Douglas Dewberry, SSBA
Jerrie Woodward, Abernathy HOA	Gar Muse, SSRI
Darrell Richardson, GDOT Urban Design	Ralph Daniels (Com. Tom Lowe)

APPROVED: _____

Mr. Jim Chambers opened the meeting by welcoming the CAC members and guests. The meeting then was turned over to Ms. Lisa Woods who reviewed the minutes from the meeting of February 11, 2003.

Mr. Ed Dolan questioned the accuracy of the vote count regarding four lanes versus six lanes along Johnson Ferry. Members who attended the last meeting believed the count to be accurate; so a sheet of paper was passed around for each member who was at the

February meeting to reaffirm his/her vote regarding the issue. The final vote count was 9 CAC members in favor of the 4 lanes and 6 CAC members in favor of the 6 lanes.

Other discussions regarding the minutes involved the discussion of a horizontal/vertical curve issue on page 3 of the February 11th minutes. Mr. Roger Blichfeldt felt that the second and third paragraphs seem to contradict each other. There was discussion regarding designing for 35 mph. GDOT explained the difference between designing for 35 mph and introducing curves that meet 35 mph.

The minutes were approved subject to the two items above. The minutes from the February 11th meeting will be redistributed for comments/approval along with the minutes from this work session.

Mr. Ed Dolan introduced Ms. Shawna Butler who distributed issues compiled by their community regarding the corridor. Ms. Butler requested that GDOT review the following information for possible inclusion in the final design:

- ☐ A four lane roadway on Johnson Ferry Road between Riverside Drive and Abernathy Road.
- ☐ Median breaks for all streets that intersect with Johnson Ferry Road.
- ☐ A typical section 82' in width (four 11' lanes; 14' median; 2-12' shoulders and a multi-use path).

Ms. Butler further indicated that their community is concerned about the historic property in the area. They desire a road design that will cause the least impacts without neglecting the need and purpose of the project. They want to minimize the impact by removing the amenities that result in the need for additional right-of-way.

Discussion was held regarding the roadway median. Mr. Dan Dobry expressed concern that reducing the left-turn lanes to 11' would compromise safety.

Ms. Butler also reported that research showed that 70 percent of collisions occurred at Johnson Ferry, Abernathy and Riverside Drive by people turning left into their subdivisions. She noted that there were no accidents where there was a left-turn lane.

Jimmy Chambers stated that median openings are relatively close. Each median opening has a deceleration and storage-length lane allowing enough distance for vehicles to decelerate.

It was suggested that, if something must be cut, the bike lanes should be considered.

Mr. Palladi stated that the bike lanes would create a regional bike facility and that it is designed to accommodate the true "nuclear bikers." In addition, GDOT guidelines

prevent trees from being less than 8' from the edge of the travel lane. The additional 4' provided by the bike lanes will assist in allowing the possible inclusion of trees in the design of the roadway. Joe Palladi stated that no median did not meet GDOT policies.

Tom Williams suggested that bicycle organizations should be contacted to receive their input on the pros and cons of nuclear bike lanes verses wide sidewalks.

Mr. Williams also discussed the community's concerns regarding Burdett Drive. A survey was conducted along Scott Valley Road and River Valley for his community, and their issues are:

- ☐ If a right-turn lane is allowed into a subdivision, a left-turn must be provided out of the community.
- ☐ 80% of residents make a right turn leaving the community.
- ☐ The average commuting distance is 7.6 miles, and asking them to travel an additional mile is not acceptable.
- ☐ The community has issues about the proximity to schools.
- ☐ The community doesn't want Scott Valley Road to become another cut through.
- ☐ Only one person preferred the road be made into a cul-de-sac.
- ☐ The community felt the design that accomplishes both left- and right-hand capabilities could use some tweaking.
- ☐ Speed humps are scheduled to be installed in the summer of 2003 on several streets in the sub-divisions and may cause cut through traffic.

Mr. Harris Robinson presented an overview of the traffic analysis. At the request of Mr. Kelly, Mr. Robinson also distributed a list of traffic signal warrants to the committee.

Mr. Kelly stated that he thought, in earlier proposals, Brandon Mill included a southbound dual left turn; what type of backup will happen here? Could there be a double left turning lane?

Mr. Palladi stated all accel/decel lanes were removed, except at the signalized intersections. Mr. Robinson added that the southbound left-turn volume from Brandon Mill Road is less than half the northbound left-turn volume from Johnson Ferry Road. Therefore, a dual southbound left-turn lane from Brandon Mill Road was not needed, because ample green time would be given to this movement. The other proposal did show a southbound right-turn lane, which would be included in the plans.

A CAC member wanted to know if a pedestrian overpass could be built.

Mr. Palladi said that this could be done; however, GDOT has found that not many walkers/bikers use them unless they are "trapped" by fencing or houses, which "leads" them into the corridor. Additionally, an overpass must meet ADA (Americans with Disabilities Act) standards. For these reasons, it is not recommended.

A rough draft was presented as a possible alignment for the greenway and was placed over the proposed plan. Mr. Kelly stated that his subdivision wants to maximize the green space on their side of the road and that the road should be equal distance from the north and south sides. Also, the fact that funding still has not been identified needs to be communicated to the neighborhoods.

Mr. Palladi reported that he has spoken to Congressman Isaakson's office regarding the comments received from the community through the CAC about the funding for the green space. Congressman Isaakson has been looking at different sources of funding such as block grants and federal grants to address the community's desire for the green space.

Ms. Angela Alexander stated that federal dollars could only be used for right-of-way to construct the roadway. In addition, a design may not be approved that intentionally increases the right-of-way cost.

The CAC members reviewed the maps, which reflected the changes made from previous suggestions received from the CAC members and recommended that the maps presented at the CAC meeting be the maps displayed for the PIM. The maps were approved by the committee with the request for minor modifications being made to Burdett Drive curve alignments to clear impacts to some of the houses and that the notes sections on the maps contain a bolder font.

CAC members were reminded of the PIM meeting date and time. The meeting adjourned at 12:00 noon.

<p>*Next PIM meeting: Tuesday, March 25, 2003 North Springs High School, 7447 Roswell Road. 5:00 - 8:00 pm</p>
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CONCEPT TEAM MEETING MINUTES

July 24, 2003

STP-9252(6) & STP-9250(1) Cobb & Fulton Counties
SR 9/Temporary SR 947 Johnson Ferry Road and Abernathy Road
P.I. No. 751300 & P.I. No. 751310

Date of Meeting: July 24, 2003

Location of Meeting: GDOT Office of Urban Design Conference Room

Time of Meeting: 1:30 p.m.

ATTENDEES:

GDOT:

Ben Buchan - Urban Design
Angela T. Alexander - Urban design
Darrell Richardson - Urban Design
Albert Shelby - Urban Design
Margaret Reitz - Urban Design
Joe Palladi - Planning
Steve Walker - Planning

Gerald A. Milligan - Right of Way
Nikki Henderson - Environment / Location
Jennifer Mathis - Environment / Location
Paul McIntosh - Environment / Location
Lori Spiegel - Right of Way
Ron Wishon - Engineering Services

FHWA - Jennifer Giersch

MINUTES:

Darrell Richardson, facilitator, opened the meeting. A sign-in sheet was passed and everyone in attendance was asked to introduce themselves and state their affiliation. Planning was represented by Joe Palladi; the Need and Purpose statement has been requested by Urban Design and is pending. Darrell then introduced Albert Shelby, the designer of this project.

Albert described the project and the concept report. He then asked if there were any questions or comments.

Joe Palladi of the **Office of Planning** asked if the sectional view at the intersection of Abernathy Road and Roswell Road will match with the future 6-lane widening project on Abernathy Road to SR 400. His concern is minimizing the need to buy the right of way required two separate times. He also made note of the Lucent Technology property that has two proposed schools located on the site. Albert Shelby stated that the design accommodates the future 6-lane section and also the building of the schools.

Joe Palladi mentioned the issue of the Wright Road intersection with the Whispering Pines Community. The Department has received a letter from the Fulton County Fire Department stating the impacts of constructing a cul-de-sac on Wright Road and they ask that the intersection be left open. He noted that the NEPA process and warrant study would determine the final design. He also discussed the blue line stream on the south side

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of Abernathy Road and its affect on the greenspace issue. Darrell Richardson stated that the Wright Road cul-de-sac would require at least one more displacement.

Jennifer Giersch of **FHWA** asked if the Citizen's Advisory Committee was committed to moving forward with the Department's recommended layout, especially the Abernathy Road corridor. Albert stated that the Department is working hand in hand with the Sandy Springs overlay section and that Fulton County is working on having the greenspace placed outside of the limits of the conceptual design's right of way. Angela Alexander commented that there's an understanding that although the greenspace is a separate project, with separate funding, they are "married" to each other because the community is strongly committed to one going with the other.

Ron Wishon of **Engineering Services** asked if the Department has looked at the retaining wall under the bridge over the Chattahoochee and the crown location on the existing bridge. Albert said that the Department will be looking underneath the bridge as well as reviewing the plans for the existing structures.

Nikki Henderson of the **Office of Environment and Location** asked what other options were available for the area at the Long Acres Drive/Johnson Ferry Road intersection. Albert said that because of the location of the Community Center and Sandy Springs Church, and the design guidelines that must be followed, this alignment is the best design that addresses the operations and safety of the corridor.

Ben Buchan asked if the proposed median on the west side of the intersection at Johnson Ferry Road and Brandon Mill Road could be identical to the proposed median on the east side of that same intersection. i.e.: add striping which would result in a decreased median size and eliminate the need for a turn-out bulb on the northwest side of Johnson Ferry Road? Darrell said there was no reason why we could not adjust that. Ben also expressed his concerns for the dual left turn lanes off Abernathy Road heading south on River Valley Road. He asked if the traffic volumes justify dual turning lanes and can River Valley accept that volume in such a short distance? He added that there might be operational issues if the dual left turns remain.

Joe Palladi asked that the minutes reflect that the Department will request a meeting with the Office of Traffic Operations and have them review the traffic study and review the project and provide written comments on their recommendations for this intersection.

Jennifer Mathis of the **Office of Environment and Location** said there weren't any ecological concerns and that the stream that runs parallel to Abernathy Road on the south side should not be a problem as long as the alignment remains the way it is now.

Nikki Henderson wanted to confirm the displacements along the corridor. Albert Shelby confirmed there are five (5) on Johnson Ferry Road and four (4) on Abernathy Road.

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Jennifer Giersch asked the Office of Environment and Location if there were any archeological impacts along the corridor. Mr. Paul McIntosh stated that there were none within the footprint of the design and since the widening favors the northeast side it should not be a problem.

Gerald A. Milligan of the **Office of Right-of-Way** commented on the cost estimate that was prepared. It was based on four (4) relocations and thirty-seven (37) proximity damages; if the displacements increase, obviously the price would increase considerably. Mr. Palladi interjected that the cost estimates will have to be split into two projects. Gerald asked if we could request separate cost estimates. Albert said Urban Design already has made that request.

Steve Walker of the **Office of Planning** added that his office needs the accident data information before a Need and Purpose Statement could be prepared. He added that the accident data base has glitches in it and he needs Urban Design's assistance in gathering the needed information.

Questions arose in regards to realistic schedules for the offices involved. Each office represented stated that they needed more time than the existing project time line. It was suggested that each office make this project a priority. Random questions were posed as to what sort of cooperation was needed in order to address such issues as financial and environmental concerns.

The **Office of Environment and Location** stated they would need information such as a detailed description of the project, line drawings, etc. in order to determine if their office would be able to handle the project in-house in the time frame allotted or if they need to hire a consultant?

Darrell Richardson asked if there were any additional comments and then adjourned the meeting.

These are the minutes as understood and recorded by Margaret Reitz.